

easy saddle that soon adjusts itself to the rider, and from which he derives comfort without carrying around any unnecessary weight or having it interfere with his movements in the slightest degree.

One feature that is fast gaining almost entirely is that there must be a decided rigidity to the saddle to make it of any value for a soft, yielding saddle. The rider cannot obtain an efficient purchase to operate his machine without unnecessarily tiring his back.

**SOME BICYCLE PROVERBS.**

**Wise Saws and Old Witherisms that Will Be Appreciated.**

The artist who evolved the first and best dictionary of "Don'ts" this season has compiled a string of proverbs for bicyclists, and they appeared in the Times-Herald of Chicago. Here they are:

Never look a gift bicycle in the name plate.

If at first you don't succeed, fall, fall again.

It's a wise child that knows its own bicycle.

There's many a slip 'twixt sidewalk and saddle.

Pools ride in where champions fear to peep.

A cat may look at a bloomered thing.

United we stand, bifurcated we fall.

The crank will turn.

One's too few; three too many.

A bicycle in hand saves a long walk.

Necessity is the mother of invention—in the bicycle factory.

The feet that make the wheels go round.

The brain that makes the wheels go round.

You can't make a high-grade bike out of a saw's ear.

A man without a bicycle is a bow without an arrow.

Look before you leap; the road may be slippery.

A fool and his bicycle are soon parted.

He that rides fast will not ride long.

It's never too late to mend your tires.

A bicycle in the hand is worth two in the pawnshop.

A hot padlock invites a pick-lock.

A falling wheelman will catch at a straw.

A close mouth catches no flies.

Two's company, three's a crowd.

A puncture means a long search for a father in a treasure, a brother a comfort, but a bicycle is both.

A hog in bicycle armor is still but a hog.

A bicycle in hand saves a blooming visage.

A friend in need is a friend who wants to borrow your repair kit.

A rolling wheel gathers no moss.

A bicycle in hand saves a long walk.

Half a loaf is better than no vacation.

Pride goes before a fall.

Harking dogs seldom bite.

As the bicycle rider, he is ready wants some of his gear.

A little leak will sink a great tire.

A mule wants no lantern, but a cyclist does.

A little saddle, like a little knowledge, is a dangerous thing.

Boys will be boys. So will some women.

Care will kill a cat, but not a bicycle.

A penny never buys a whistle.

Delays are dangerous; so are headers.

A bicycle touring begins at home and ought to end there.

Don't buy a bike in a poke.

Drive thy bicycle, let not it drive thee.

Fields have eyes and hedges ears.

Answer fools and scorchers according to their deserts.

Give him an inch and he'll take your wheel.

A good name plate keeps its luster in the rain.

Some are born great, others acquire greatness, and some have bicycles thrust upon them.

It is paid like an alderman.

He that fights and rides away will live to ride another day.

A good bicycle cannot be of a bad color.

Keep your own counsel and your own bicycle.

Like a hog, the scorchers does no good till he does not.

Don't make haste while the sun shines.

Make the best of a bad bicycle.

No male can equally serve all bicyclers.

Love me, love my bicycle.

A bicycle is a good servant, but a bad master.

Money makes the wheel go.

Of all birds, give me a bicycle.

One may sooner fall than rise.

Be sure of the ground you tread on.

The best is the cheapest.

Every roose has its thorn, every bicycle its puncture.

A good bicycle reputation is a fair estate.

As a pe is never so like an ape as when he wears a scorchers's cape.

A ready way to lose your friend is to lend him money or your bicycle.

Lame travelers should get out betimes.

A merry companion is music in a journey.

A miss is as good as a mile on the front fender of a tandem.

You can't teach an old bicycle rider new tricks.

If wishes were bicycles, beggars would score.

A fool may make more breaks in an hour than a wise man can repair in seven years.

Beware of the fore part of a cheap mule, and all parts of a cheap bicycle.

Experience is the best spoke in your wheel.

Bikes don't laugh at locksmiths.

A reckless rider makes a fat churchyard.

**THE LOUISVILLE MEET.**

Plans for Parades, Races, Banquets and Picnics.

Louisville expects to entertain not less than 25,000 wheelmen during the League of American Wheelmen meet, and will be prepared to receive and care for three times that many. A large crowd is expected. This will be the first chance the southern league members have had to attend a league meet in the United States, and it is expected that they will bring pleasure more miles than they could afford to go.

First and foremost in importance there will be national bicycle races over the best bicycle track in the world. Besides these there will be century runs, "smokers," electric bicycle parades, watermelon feasts, midnight excursions on the Ohio, picnics and other entertainments. The club houses will be thrown wide open and the keys of the city will be handed to the League of American Wheelmen.

One of the features, if the present plans succeed, will be the manufacture of a bicycle. This will be splendid, as one may understand when it is stated that the committee in charge of the present figures that the cost of it will be about \$200 for each of twenty floats. As at present developed the plan is to have the floats, which are to be emblematic of the "make" of wheel produced, mounted on a bicycle and carried over all the trolley lines of the city, a distance of nearly fifty miles. This will give opportunity for electric display.

The course of the race will be for prizes on the race if permission can be secured from the racing board to spend that much. The committee are now hampered in their plans by the fact that the League of American Wheelmen imposes on the value of prizes.

The Fountain Ferry track is a bicycle path where dozens of roads have gone to smash and where a lot of others will probably be chipped before the season is over. It is built of cement, and is as smooth as a billiard table, and when the top dressing is laid immense quantities of lampblack were used to deaden the color and prevent the glare from affecting the sight of the riders.

The curves of the track are half-circles, with a radius of 150 feet from a line eighteen inches from the edge. This makes the distance around each one 471.24 feet. The stretches are each 408.75 feet, making the total length of the track 1,760 feet. These measurements were tested by the city and county surveyors.

**BICYCLE NOTES.**

**Matters of General Interest in the Wheeling World.**

The maximum tariff for scorching in New York has advanced from \$5 to \$10.

One of the new features of the bicycle is a silk tire which has been produced by a French tire maker. It is made of a kind of cotton fabric to the special racing tire.

Oscar Pomare, prince of the island of Bora-Bora, one of the largest of the Society

group, ridden from San Francisco last week, with a dozen high grade American wheels, which he will introduce in royal society in the mid-Pacific. Oscar is a scorching himself.

The patent office statistics show, says the American Wheelman, that the total number of velocipedes have been patented in the last two-and-a-half years.

An American high grade wheel, which cost \$100 in this country, commands \$200 in free silver dollars. It is because the Mexican dollar is worth only 50 cents of American money.

It is said that there are in and around Chicago 15,000 velocipedes, with a combined membership of 50,000. The annual dues amount to about \$1,900,000 and the total number of miles ridden by these members amount to 25,000,000 each year.

The Garden City Bicycle club of Missouri, Mo., press report on having the oldest bicycle rider in the United States. He is Dr. Charles L. Ives, who at the ripe age of 78 years, rides a wheel with as much activity as a youth of 16.

Mrs. R. A. Emmons is the only half century wheelwoman in Chicago who has ridden 25,000 miles. To translate it, she is the only woman in any year who has ridden 190 miles in one day on her bicycle. Sixteen hours is the time allotted for the run by the Garden City club. Emmons has made fifteen minute races, having made the trip in fifteen hours and forty-five minutes.

The first shareholders in the syndicate that is to be organized to buy the rights in Great Britain paid \$1,300,000 for them and have since received in premiums and dividends \$2,250,000, the profits in 1895 amounting to \$1,540,000.

A bicycle in hand saves a long walk. The rights were sold for \$15,000,000. The total shareholders receiving \$1,437,500. The new company is now capitalized at \$25,000,000.

**The Tourists "In the Saddle."**

At the appointed hour for the tourists to start for Hartsville, Md., last Sunday, Bugler Potts sounded the bugle and a group of more of the boys responded to the call. After a little consultation and exchange of opinions regarding the prospects for a showier majority of the members favored going to the beach, where the run was called as all accounted for the shade and were soon on their way to the lake.

The scenery along the line is magnificent, fringed on either side by large shade trees and the trip is made with a desire to view more of the beauties of nature and a long before reaching the shady spot where the boys were to lure some of the finny tribe with tempting bait, Bob Hayes, while a strong at the point of one of his pedals and was obliged to push on to the lake and return with only one pedal. He, however, made the best of the situation and notwithstanding the fact that he had lost the balance of the club is no easy task; the "one-legged man" he done bravely and arrived home at the same time that the rest of the club.

While numerous stories are afloat regarding the number of fish that were caught and the enormous size we have no authentic figures as to the exact size or number, but we have not heard of any fluctuation in the fish which would be attributed to the bicycle touring that took place last Sunday.

A superb luncheon of 17 was spread under one of the large shade trees on the banks of the beautiful lake, consisting of the usual bicycle touring fare, including bread and butter, cold meats, fruit, and a few other delicacies. The service consisted principally of one loaf of bread and a few small fishes (that they didn't catch). The bicycle touring party was a success, satisfying the cravings of the hungry tourists with the small loaf of bread and butter, and the fish which were served at the table.

When the bugle call was sounded for the return home "Do Masot" and "Bugler" decided that they would return by the same route as they had on their way out, and for aught that they would know they probably reached the woods and got stuck in the mud. We came back by the ferry and while waiting for the boat to be lowered, many of us were treated to a very refreshing shower bath at a nominal cost. Arriving at the other side of the river, the order was given to get on the bicycle which order was immediately obeyed and for two long miles there was a nice little tramp across the country through the mud with the bicycle.

Captain Spencer was chased by A. Wolf, while A. D. Fetterman attempted to beat the "world's" record which was very slow. The bicycle touring party which arrived home in due season, although completely drenched with water.

The following names appear on the club register as having started on their ride: Robert A. Hayes, Herbert H. Neill, Orlando Cobles, A. D. Fetterman, H. Post, F. H. McCormick, W. C. Book, H. B. Barnum, H. C. Hartley, C. H. Newcomb, Ben F. Hodford, Ed Shrader, Walter Eaton (guest) H. Klass, — Karling, R. Russ, Malone, E. D. Mahaneh and Al Wolf.

The run for today, as scheduled, is Fort Calhoun, and if the weather permits, some of the boys may go up to Tekamah and make a run to the city. The run is a beautiful ride, with just enough hills to break the usual monotony of country jaunts. Don't miss it. There is an abundance of magnificent scenery en route.

The continued rains during the past week prevented the usual evening runs, but the members are content to wait a few weeks for their pleasure trips in order to receive the benefit of the usual spring showers.

**Whisperings of the Wheel.**

The committee appointed by the Associated Cycling clubs at its regular business meeting in April to look into the matter of course, prizes, etc., for the coming Decoration day road race made its report at a meeting of the clubs on Wednesday evening last. The road race was unanimously chosen by the committee and the race will start and finish exactly at the same point as it did last year, therefore spectators may, from the top of the large hill at Fifty-eighth and Dodge street, have a splendid view of over a mile of the course and may also see the finish plainly. The committee is negotiating with the city for a special road race track, leaving the Webster street depot at 1:30 p. m., and returning immediately after the race is over. This would bring people within a few blocks of the start, where last year they were compelled to walk from the end of the Farnam street car line, which is at least a mile and a half, or wait for the Dundee motor car, which makes trips about every half hour and could not carry over twenty to thirty passengers on a trip.

This year ropes will be stretched on each side of the street at the start in order to keep the crowd back, as last May the riders were greatly embarrassed at both start and finish by spectators crowding into the street and only allowing the racers a narrow path to follow.

While there has been no prizes set for bicycles or diamonds among the prizes set

**THE GLOBE VAPOR LAMP.**

A NEW PRINCIPLE  
THERES THE DARKNESS  
TAKE CARE OF THE DAYS

No Soot, No Grease, No Odor.  
PROOF AGAINST WIND AND JAR

A beautiful, finely finished, well made lamp, which fulfills all requirements. Attaches to head or fork; No lamp bracket necessary; Locks with a key; Nickel plated and beautifully finished; Low side lights. Weight, 31 ounces. For sale by all dealers.

Controlled by Hibbard, Spencer, Bartlett & Co., Chicago, Ill.

\$3.00

curd, it is safe to say that inasmuch as one or two good hustlers were named to the prize committee at the meeting Wednesday evening some prizes of good value will yet be distributed. If a little from the lot of Des Moines, Ia., can offer bicycles, diamonds, etc., for prizes, there is no reason why the merchants of our city should not come to the front and send something equally as valuable and something that would be worth riding for.

We might offer a suggestion to the committee in charge of the race, instead of holding it in the afternoon, start it promptly at 10:30 a. m., and thus give the people who would like to attend the road race, the last game and the exercises at Hanson park a chance to see all. Nearly all of the large road races in the country are held in the morning and it would be a great convenience for many to start the one here earlier in the day.

A special meeting of the clubs is called for tomorrow evening, at which time all details for the race will be perfected and the prize list announced.

There will be no club runs today, as the rains during the past week have left the country roads in such condition that they will be unrideable for at least a week. Last Sunday morning was bright and beautiful. The clubs all ventured from ten to thirty miles into the country, while the more modest riders took to the parks and the boulevard drives. The morning prospects brought out the new bicycles and the new cycling suits and the unexpected rain in the afternoon caught those who had ventured into the country and when they reached home they were mud from tire to hat and dampened dreadfully about the region of the "split."

The rain came on stealthily, as it is in the habit of doing at this time of the year, only a few warning drops being felt, and there was a happy-go-lucky belief that "it would stop pretty soon." But it didn't stop and the many cyclists who were out turned and started in the direction of home. Of course the rain caught them and they took shelter in barns, farm houses, straw stacks or any place they could get to, while some, who were for home, "rain or no rain." This made the real new riders who were making their first trips since they were graduated from the riding school think that this cycle game was not what it is "cracked up to be," and many of them, when they reached home and found themselves covered from head to foot with mud, made up their minds to renounce the bicycle without future trials. The club scorches who were overtaken by the storm some ten miles out from the city came tearing in absolutely reckless and they were what might be called "sprayed their coats up and down the back in a manner usually referred to as "sprayed tails," but by the time they reached the club houses the "sprayed" had dried, and in their stead there was a coating of about an inch of very jelly mud, but they were practically mud from top to bottom, but they seem to care very little about it. After this unkind, unwelcome, stealthy rain storm had spread its devastation over the entire community, many a home and many a real man was happy at the prospect of disordered bicycles that were to be set in order again.

Local racing men have had very little chance to train during the past week, as both the board track at Charles Street park and the bicycle track at the old fair grounds, which are the racing men's favorite training places, have been kept soaked during the greater part of the time by the spring showers we have been having. Many of the riders will desert the tracks the coming week and turn their attention to training on the Dodge street course for the coming road race.

The fast men from Minneapolis, St. Paul, Des Moines, St. Louis and other places that have entered in the coming six-day race at Charles Street park are expected to arrive the middle of next week, and therefore entertainment will be furnished each evening free of charge to those who wish to go out and watch this string of flyers train. The big professional six-day chase is certainly going to prove the sensational race of the season. A tremendous crowd will undoubtedly be present, and the race will be a week, as Manager Mardis has made most elaborate accommodations for his patrons.

DeWitt's Witch Hazel Salve cleanses, purifies and heals. It was made for that purpose. Use it for burns, cuts, bruises, chapped hands, sores of all descriptions, and if you have pity use it for them.

Ladies' \$50 "De Wheel."

Is an entirely up-to-date mount \$50 cash will buy one of F. M. Russell, 313 So. 15th. Guaranteed to be equal to any \$50 wheel on the market.

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**CROSS GUN CO., 116 S. 15th Street.**

**A Good Bicycle—The Cycloid**

Levels, Tapes, Drawing Tables and Boards, Blue Printing, Map Making, Detail Paper, Draughting, Estimate, Koh-I-Noor Penels, Surveying.

**BICYCLES TO RENT:**  
Per hour, 25 cents; per day, \$1.00; per evening, 75 cents; per four weeks \$10.00; per week, \$3.75; Saturday evening and Sunday, \$1.50.

**Alva J. Grover,**  
Telephone 1730, 318 South 15th Street

**"RIDE... THE BEST"**

If you the finest wheels on earth desire, For the "Barnum Cycle Emporium" inquire; None in Omaha with them can compete, Or show a stock of Bicycles as complete. The "Tribune" and "Munger" wheels renowned Up to date at Barnum Bros. can be found, Expert riders all at their store call, Pointers on Bicycles they can give to all. Their Riding School stands without a par. They can teach you to ride who 'ere you are. Wheels of all grades, and at all prices, too. Bicycles and Bicycles they have for you. To 15th and Capitol Avenue a visit pay, See Barnum's unparalleled Wheel display, Like the namesake, "P. T." they lead, 'tis true, Bargains in Pneumatics they have for you. Ladies', gents' and childrens' wheels as well, Tandems and Quads, everything in Bikes they sell.

—Eugene Daray.

**THE WHEEL ECLIPSE**

That held up 16 men at one time, a total weight of 2,448 pounds.



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The bicycle is creating some havoc in many lines of business and at the same time opening up new avenues of business activity. It has already wrought a marvelous change in the daily habits and conditions of living of many thousands of people. It is an element of comfort, convenience and pleasure and a noiseless temperance promoter. The cyclist are the happiest people in America today, except, perhaps, the dealers, but lots of other folks are very unhappy, for the craze for bicycling has interfered seriously with their various business interests. The butchers and bakers and grocers seem to be the only tradesmen not affected by it. They thrive and grow fat, and line their pockets. Why? Because he who rides must eat, and the most astonishing stories are told among wheelmen of the amount of the bird-like appetites that have grown into those of the ravenous wolves, and due only to the exercise in the open air.

It is certainly interfered seriously with the fringe trade, and every one knows that it has made horse flesh dirt cheap. The livermen say that bicycling has almost ruined the business. The railroad managers own that it has cut down their passenger lists. Barkeepers declare that wheeling has caused the drinking of intoxicants to decrease. Truggles avoid that sport, has interfered with their prescription trade very materially, and if people require fewer drugs they must demand less dosages, so it must have cut down the practice of the medical profession. Jewelers and goldsmiths groan as pathetically as the carriage men and horsehoes. Theatrical managers are the latest to unfold a tale of woe and lament the havoc in their receipts, and about the wheeling fad. Business and professional men do not seem to be angry because wheeling is taking money out of their pockets. They are angry when they think of the hold that the bicycle has on the public. There are two classes of professional men, however, who are outspoken in their objections to no-music bicycle riding, and they are allied against an amusement which the doctors almost universally advise as antidotal. And a queer enough combination it is, too, this one of the stage and professional managers object to bicycle riding because they say that it hurls the patronage of the playhouses. Some ministers are raising against the wheel because of their prescription trade, and some ones go riding in preference to going to church.

In the opinion of some of the wholesale upholders of the bicycle is responsible for the quiet that reigns among retail establishments. The wheel is popular, and in many instances entire families must be supplied with them, and the dealers are willing to forego other luxuries in the shape of upholstery goods, furniture, etc., if they can have their wishes gratified in regard to the wheel.

The bicycle promises to do more than the gold cure for the cause of temperance. Newspaper and magazine writers have already begun to comment on the change in the habits of young men who are given to bicycling. Instead of wasting their idle hours at saloons or gaming clubs, the young men, the women, are taken to the country roads. Intoxicants of all kinds are eschewed by enthusiastic wheelmen. A long ride in the country is practically impossible if the system is heated with drink, and the discreet wheelmen will have none of it.

There is soon to be a sure enough race between a railroad train and a man-propelled machine. Chauncey M. Depew, president of the New York Central, has arranged to have a five-mile race between a regular straight part of his road, and a race between a sextuplet and the Empire express will be run. The race will be for a mile, but it takes about two hours to make the maximum speed on a machine of this kind and two miles to stop again, the track must be five miles in length. The track will be probably run speedily by means of the "sex" will be arranged so as to cross the tape at the same time the regular train passes on its way north. It is at this point that the train makes the race, and the track is in a condition so that the greatest possible speed would not be dangerous for the train. Mr. Depew is greatly interested in it.

"I doubt if the riders can beat our train," he said. "If they do, they will have to cover the mile in less than forty-seven seconds. My very facility will be offered them. The track to be laid, I understand, will be as smooth as a billiard table. It is easy to understand that at such a speed as this, the slightest inequality might upset the machine, and the consequences would be disastrous. The railway company will probably run speedily by means of the race, as it is anticipated that the affair will excite much interest among wheelmen, and there will probably be a large attendance of spectators.

"The Empire State express leaves New York at 8:30 a. m., and arrives at Albany at 11:10. The race will probably, therefore, take place about 10 o'clock. It is reported that the proprietors of the sextuplet are confident of success, as they estimate their machine, with a flying start, can ride a mile in about thirty-seven seconds."

A good deal of nonsense is talked and some printed about the danger of slipping on wet asphalt pavements. An asphalt pavement that is simply wet is not specially dangerous if one rides carefully and in a straight line, or nearly as straight as one is able. A sudden curve or swerve is to be avoided most carefully. It is when the pavement is muddy that it is really dangerous. Then the rider must exercise special caution to escape a tumble, such as their speed, and they lead to bear in mind that the rear wheel of a bicycle may slip two or three inches without producing serious results, but a slight slip of the front wheel leads to a crash, dismount or a fall. In crossing car tracks, especially if they are wet or slippery, it is wise to go at as nearly a right angle as possible, at least with the front wheel.

The Chicago, Milwaukee & St. Paul railroad is taking time by the forelock in arranging for carrying bicycles. It is reported in Chicago that the company is convinced that bicycles suspended from the ceiling of cars are far less objectionable as baggage than heavy trunks. The railroad is well aware of this fact, but a disposition to buck against the bicycle innovation prevents the adoption of the necessary improvements. In some of the railroads in France a simple contrivance is used to secure the wheels in the baggage compartments; it consists of a pair of long thin strips of iron or steel of the roof of the car. To these long strips are attached rubber-covered hooks by means of chains. The frame of the bicycle rests in this hook; the bicycle is also caught to the side of the car. This plan removes the wheel from the space of the car, so that it does not interfere with any other class of baggage.

The pensive Winnabago has mounted the wheel, adopting the same plan as the Chicago mail in frontier districts, and makes a tremendous success of it, feeling off a run of 100 miles, as was said of the satisfaction of the kangaroo, with little or no care, but with a swiftness as of the wild stag or the flying antelope. It is a renewed token of the universality of the use to which that wonderful vehicle is destined, taking in with all the other orders of men from Arctic to Antarctic even the Indian not taxed. It has stretched its dominions over almost all the world, and may in time include in its conquests wheel Pagan and Patagonian and Thinkli, and even the vanishing Hoosman, as well as the genial Winnabago. Whether one of them has made the run of a mile in two minutes according to frontier report, thus breaking all records, remains to be verified, but if he has it will be in order to send him to compete in the Olympian games next year with the certainty that he will show a clean pair of aboriginal heels to all competitors.

Here is a Chicago scene, drawn by the Chronicle: The fat bicyclist and the scorchers were

leisurely peddling along Jackson boulevard one day last week, when a bicyclist with a bright green sweater went scorching past.

"I wonder who that was," said the fat bicyclist. "It must be some patriotic Irishman."

"I'll find out who he is," said the scorchers, as he bumped over his handle bars and overhauled the man with the green sweater.

"Hello, there, old man," he sang out as he came alongside.

"Oh, as ben gude."

"What?" cried the scorchers.

"As tank mas machine has ben broke."

The scorchers dropped back in silence and the green sweater passed on.

"Let's go over here and get some lemonade," said the fat bicyclist, when the fat bicyclist caught up with him. "I want to take something for my nerves."

"What's the matter?"

"The scorchers said that his bicycle was broke."

"Then they agreed that one can't tell much about a bicyclist by the kind of a sweater he wears."

The following relative to the oiling of the American Mechanist: The opinion was advanced by some experts that it was better to omit the oiler and have clean, dry, dust-proof joints. To this advice several persons have replied, defending the use of oil. One man said that he tried the plan first suggested, but after a few weeks found that his machine squeaked and the balls were rusted. He was puzzled to know how the moisture that causes the trouble got in, but he could not doubt that oil would have prevented the mischief. Another writer tried the experiment, but on the first damp day he had the same trouble. This man became convinced, however, that oil about once a fortnight very sparingly. A third contributor says that in the country, if not in the city, a rider is liable to be caught in the rain, and the water is almost certain to penetrate the bearings, unless there is oil inside. He uses felt washers, to exclude dust, and finds no gum, and his bicycle riding, and they are allied against an amusement which the doctors almost universally advise as antidotal. And a queer enough combination it is, too, this one of the stage and professional managers object to bicycle riding because they say that it hurls the patronage of the playhouses. Some ministers are raising against the wheel because of their prescription trade, and some ones go riding in preference to going to church.

In the opinion of some of the wholesale upholders of the bicycle is responsible for the quiet that reigns among retail establishments. The wheel is popular, and in many instances entire families must be supplied with them, and the dealers are willing to forego other luxuries in the shape of upholstery goods, furniture, etc., if they can have their wishes gratified in regard to the wheel.

The bicycle promises to do more than the gold cure for the cause of temperance. Newspaper and magazine writers have already begun to comment on the change in the habits of young men who are given to bicycling. Instead of wasting their idle hours at saloons or gaming clubs, the young men, the women, are taken to the country roads. Intoxicants of all kinds are eschewed by enthusiastic wheelmen. A long ride in the country is practically impossible if the system is heated with drink, and the discreet wheelmen will have none of it.

**NOVELTIES FOR WHEELERS.**

**Original and Useful Improvements Put on the Market.**

There is a report current in New York, according to the Tribune, that one of the oldest and largest manufacturers of bicycles is going to make chainless wheels almost altogether for 1897. Various circumstances lend color to the rumor, most important of all being the fact that this company has bought the patents for the device. Many experiments have been made, and the inventor is greatly impressed with the chainless wheel which was on the market a few seasons ago. The chain is, after the tire, the most troublesome part of a bicycle. The time spent in the possibilities of annoyance. Nuts come unscrewed, rivets break, the chain wears too loose and is always getting dirty. It needs constant care, and it is easily broken, and when in perfect condition, increases the friction greatly. It is true that the chain runs more easily than did the old rubber one, but it is not so light, and it is not so durable. The pneumatic tire has been the subject of much speculation, and it is true that the pneumatic tire has been on the market some time, and now it is constructed with a "pneumatic hub." The principle involved is in the application of an air chamber of rubber between the wheel of the machine and the tire, and this is constructed with a valve. A well known rubber company manufactures the chamber, and it is claimed that 75 per cent of pure Para gum enters into its makeup. This, with the use of the pneumatic principle which will resist a pressure of 600 pounds to the square inch. It is claimed that a hub of this character will render the machine smoother and give a freer movement to the pedals, thus insuring greater speed with less exertion on the part of the rider. The weight of a wheel with one of these hubs is not increased a particle.

One of the most interesting things to be found in stock is the League of American Wheelmen's bicycle. It is reported for use on the sprocket wheel. With the chain locked, a thief will scarcely attempt to carry off a bicycle, because it cannot be ridden. The lock is made of aluminum, and is a combination of three numbers. The principle is much the same, in a small way, as in the big locks used on safes. One must add a number to the surface of three revolving rings, before he can unlock it. The slightest movement of either of these rings will destroy the combination, and the lock cannot be opened except it be broken. The weight of this new anti-theft contrivance is very little, and it is of a size to drop easily into a small pocket.

The ordinary cyclist is a new cyclist, and it is less than the diameter of a quarter. Its depth is about the same as its width. It weighs one ounce and a half, and has a diameter of 1.000th inch. It has been turned, the cyclist begins again at 0 and is ready for another whirl past the ten-century mark. It is fastened to the end of the axle of the hub of the forward wheel. The little wheel on the side of the cyclistometer is turned by a button fastened to one of the spokes, and with each revolution of the forward wheel the little wheel on the cyclistometer is turned one notch.

Punctures are one of the discouraging features of wheeling, and they are especially trying on the temper and the rider's vocabulary of expletive when he has neglected to take along a tool kit. Ordinarily a small plus will mend a puncture in a Palmer tire, and a small plus will mend a Morgan & Wright standard enough to get home, but disaster is usually full fledged when the tire is torn. Then a plug fails to work, and the rider is left with a flat. A man has patented a little contrivance which is as simple as anything can be, yet it is practical and will be the saving of hundreds of wheels from the hands of the repairer. The result is more than a strip of rubber with a strap and buckle fastened to the ends. When the tire is torn the rubber band is slipped over the hole, and the strap is fastened to the tire. The buckle is fastened to the end of the strap, and the strap is pulled up. Ten to one the band will permit one to ride home without further trouble.

The idea seems to be somewhat prevalent that bicycle manufacturers have brought the machine itself up to its present state of perfection, yet have entirely ignored this important feature at the same time. As a matter of fact, the makers of long experience have given this subject as great attention as any other detail of equipment, with the additional advantage of having back of them years of experience on which to base their calculations. The result is that, with the regular equipment of the standard machines, is furnished a light,